









## THE LIGHT AND PASS CRUSADE.

## THE CHINESE PROTEST.

A large, memorable and enthusiastic meeting of the most intelligent members of the Chinese community was held at the Tung Wah Hospital yesterday, at noon, with the object of obtaining an expression of views on the Light and Pass Regulations. Mr. Ho Amel was voted to be the chair on the motion of Mr. Ho Tung, and amongst those present were Messrs. Li Sing, Chan Tsung, Fat, Leung, Pol, Shi, Sin Tuk Fan, Fung Wa Chao, Ng Fai San, Lo Chi Tin, Tong Wan Chin, Ho Fok, Chau Chan Tsun, and Liu Tse Chai. Detective Inspectors Stanton and Quincey, with Chinese assistants, were also present. There was a very large attendance, and the speeches were attentively listened to. The proceedings were, of course, conducted in Chinese, and we are much indebted to Mr. Sin Tuk Fan for his able running interpretation of them to our representatives.

The Chairman said:—We invite you here to speak about the Light and Pass Ordinance. That Ordinance was passed for the protection of the public when we had fewer policemen in Hongkong than we have now, and when the streets were not so well lighted. Then we had numerous cases of robbery, but we had fewer European policemen, and the Ordinance was passed to put a check on evil-doers. People applied to the Registrar-General's office for passes and robberies decreased. But, gentlemen, this is class legislation (applause) and on principle it ought not to be in any way encouraged; there is not such a system as this in any other place in the world. Some years after the Ordinance was passed a few members of the Chinese community decided to petition for its abolition, but as they did not meet with unanimous support they let the matter drop. When Governor Hennessy came to the Colony he saw that the Ordinance aimed only at the Chinese, but as its repeal would have been a difficult matter, he merely notified it by giving instructions to the police not to enforce it, but to allow it to remain in abeyance. Governor Des Voeux, for the same reasons, gave the same orders, and during his term, also, we were not troubled by the enforcement of these obnoxious regulations. Is it reasonable to suppose that the Light and Pass Ordinance can put a stop to robberies? Would it put a stop to robberies in London or other places? The recent strict enforcement of the Ordinance has had the effect of destroying, or at least decreasing, all trade. It is worse than having robberies, because in Hongkong open robberies occur only once in two or three years, but the police crusade staggers the trade of the Colony, which means the loss of thousands daily. This is intolerable. So I say, let the police do their duty in running down thieves and robbers, but do not hamper trade or abridge the liberty of the people. These regulations were passed for the protection of the public and not to cause a loss to them. What protection has been afforded the public? I do not say that the past regulations would work any great hardship on the Chinese, but I think that the Registrar-General would issue a pass to everyone who applied for it. What is to be particularly deplored is that the system is intended against the Chinese only, and for this reason it must be condemned on principle. If the system were universal, if no one was excepted, then we would of course humbly submit, but as it is directed against the Chinese only, we must resist it. In all the British dependencies a law that is passed is made of universal application. In Singapore, Penang, or in fact, in no other British Colony, is such a distinction made. Why are we singled out? (Applause). To be forced to carry a lamp is also highly objectionable. In Canton we have to go about with lamps, but there our servants carry them for us. Moreover, the streets in Canton are dark, and lamps are absolutely necessary; but in Hongkong the streets are well lighted and lamps are not required. How can a lamp prevent robbery? Can a thief carry a lamp? It is because one case of robbery with violence has occurred in the course of a few years that the lamp law has been enforced? I think the police are more to blame because they failed to arrest those who committed the robbery.

(Applause). The police do not give us sufficient protection; that is why we have to engage our own district watchmen, in Wing Lok Street for instance, and yet we have to pay for the police as well. While we are not objecting to the pass except as a part of class legislation, we do strongly object to being obliged to carry a lamp, as it is useless. I will now tell you how business has been destroyed. Considerably fewer people visit the eating houses at night, and, of course, as the business decreases so the sale of alcohol, etc., by the Nam Pak Hong decreases; in fact, there is a general deadlock in every branch of trade. Does the Ordinance therefore mean protection or injury to the Chinese community? If this Ordinance is not abolished by the Hongkong Government, then we must lay the matter before the Secretary of State for the Colonies (applause) and we must ask that the future all Ordinances passed in the Colony shall have a general effect, and that they shall not aim at the Chinese alone. Some days ago Mr. Ho Tung presented a petition to the Government praying that this Ordinance might be repealed. The petition was signed by most of the Chinese residents in Hongkong, but yet we have had no answer to it. I have heard it stated that it was suggested to the Government that the movement was only an agitation on the part of a few members of the community, and that the petition was signed only at their request. But I say, gentlemen, you did not sign that petition simply at the request of Mr. Ho Tung; you signed it in the public interest, knowing what the contents were; you were invited to come here to-day to discuss this question, because there is a meeting of the members of the District Watchmen's Committee in the Registrar-General's office the other day, when a suggestion was made that more night passes should be granted, as several complaints had been made that business had been interfered with, and that the theatres were also handicapped. At the conclusion of that meeting the Registrar-General asked Mr. Li Sing if it was the wish of the better class of the Chinese community to do away with the Ordinance, as if it was he would have been in the front of the Registrar-General. In order to properly answer this question this meeting was called. Gentlemen, you must not think that this is an agitation on the part of Mr. Ho Tung. He has taken part in the matter simply in a public spirit. After the Wing Lok Street robbery the Ordinance was put in force, but it was allowed to drop eventually, and now the annoyance and trouble given by its being again enforced are something unbearable. People arrested for inflicting the Ordinance are invariably fined; there is no difference

made between the respectable and the dishonest. Here the women and blind singing-girls are subjected to its provisions. Has anyone ever heard of robbery or of crimes being committed by females? Why should they be troubled by the Police? I call this a "stigma." Instances have been known where people have been tied together by their queues and marched up to the station. Was there any necessity for the police to do this? It is a disgrace to the Chinese community. Some Chinese have said, "If we should have a Light and Pass Ordinance." I say the Light and Pass Ordinance. (Applause). Those who support the Ordinance are not Chinese. Simply because they are not affected they stand by and laugh; they ought to be condemned. (Applause). We do not say that the Government does not respect us, but some of the Chinese do not respect themselves. (Applause). Those who are armed with passes are not affected, but some of them forget that those who are affected are Chinese. We object to being stopped in the streets by policemen. If the Ordinance was enforced without exception in favour of anybody and if everybody, when called upon, had to show a pass, then we should have no cause for complaint. Where is there any other place in which an Ordinance of this kind is in force? We are now put to such an extremely tight and narrow strait, that I am not addressing you the heat of passion; I am animated only by a public spirit. So far as I am concerned I am not affected in the least, but what about the "riches" and other low class coolies? In case of fire, for instance, no one will venture out. I wish the Government would sympathize with our position. They should have more regard to the losses we have sustained, and they should consider the harm that has been caused by the enforcement of the Ordinance. I say you sign your names to this petition, stating whether you are in favour of the Ordinance or not. I require your signatures in order to show that the petition is genuine, because the police might condemn it and say it was brought forward by only a few members of the community. I ask you to express your views on the subject. My expressions may have been too strong in some cases, but the police, for instance, might not like some of my expressions, and I may be mistaken on some points; but I ask you to express your opinion on the subject. If you have any private views keep them to yourselves. But this is a public meeting, and I ask you to come forward and speak in the interest of the public.

Mr. Ho Tung:—You have just heard the remarks made by Mr. Ho Amel, and you can judge for yourselves whether they are reasonable or otherwise. I may tell you that this meeting was not one proposed by me. The meeting is a public one, and affects the whole of the Chinese community. I thought Dr. Ho Kai, the representative of the Chinese in the Legislative Council, would have attended as we wished him to come here and express his views, and I am surprised that he is absent. With reference to the Light and Pass Ordinance, there is no doubt that it has to carry a light is very objectionable, and the law is especially hard on small traders and eating houses. When I drew up the petition presented to the Government a few days ago, I did so at the request of many leading merchants for the benefit of the community, and not for any private reasons. Some people may think that we must subject ourselves to every Ordinance that the Government might think fit to pass, but you know that if a thing is unreasonable we can always appeal to the Government to have it modified or repealed, otherwise the Government is not in a position to know our hardships. It is not a reason why the Chinese did not think of this bill first introduced, but because there was no unanimity amongst them. In America the Chinese have tolerated the restrictions placed upon them because they say they are not going to stay there always and therefore they do not trouble themselves about the restrictions. This is an example of want of unity in America. Some people have said that we like the Light and Pass Ordinance because it keeps our shops at home. If the business men have no control over their employees, but have to rely upon the Ordinance to keep them at home they are not worthy of the name of masters. (Applause). This is class legislation. Malaya may want to alter the streets all night without being subjected to any annoyance, but the highest and most respectable Chinese do not like to be subjected to such a nuisance. We remain silent in the present state of affairs and also hold our peace in respect of any future Ordinances that may affect our interests, the Government will not know of our grievances. If this Ordinance had affected the European community it would have been stopped the morning after it was passed; but their pockets are untouched. Some say the abolition of the Ordinance would have the effect of increasing the number of robberies. This may probably be true, but we must consider it in the light of the duty of the Government to do all it can for our protection. If the police and the detectives (Mr. Quincey, for instance) would do their duty, we should have no need to be bothered in Hongkong. I will give you an instance of how the interests of the Chinese have not been so well considered as we could wish. The theatres have been closed at eleven p.m.; if the play goes on after that time, a policeman steps on the stage and puts a stop to it. In the City Hall, however, they are allowed to go on until one o'clock in the morning. That shows the distinction between Chinese and Europeans. The Government encourages all sorts of recreation for the European community. What have they done for the Chinese? They have given a recreation ground in Tai Ping Shan. What kind of place is that for recreation, while ladies and gentlemen are there? What the principal ratepayers in Hongkong; we pay more taxes than the Europeans, and derive the least advantage. If we have suffered any hardship before it is we who are to blame for being silent. We should always bring our grievances to the notice of the Government in order to have them redressed, and I have no doubt they will receive due consideration from the Government. I condemn the Ordinance simply because it is against the Chinese only and because in my opinion it will not prevent robberies. I advocate an increase in the police force if necessary, and this would have a far wider effect than this Ordinance. I must ask you to express your views on the subject. You must not go away with the idea that you have been influenced in any degree by Mr. Ho Amel or by myself, and you must not think you have been influenced by wealth or position.

An invitation was then extended by the Chairman for a further expression of opinion, but no one else spoke. Lists were circulated for signatures, but as this would have taken too great a time, the Chairman called for a show of hands. Upon asking all those in favour of the petition to hold up a hand every hand was raised. Of those against none were shown.

Mr. Sin Tuk Fan proposed a vote of thanks to the Chairman which was carried by acclamation. The Chairman thanked those present for having listened to the statements made by himself and Mr. Ho Tung. He reiterated that he was acting solely in the interests of the whole Chinese community, and as he considered it his duty to act. He then stated that Mr. Li Sing was present at the meeting as expressed by the speech of hands and he hoped the Government would take immediate action. The proceedings then terminated.

## THE LATEST RUSSIAN MOVE.

Shanghai, December 16th.

It is reported on what may be called a good authority, that German as well as Russian ships have been surveying Kiao-chow Bay, the entrance to which is about 140 miles to the south of the Shantung Promontory, and studying its capabilities as a naval station. It is a magnificent harbour with a difficult entrance, and some 100,000 tons of water. The Chinese had intended before the war to fortify it, and there was a military telegraph line between it and Weihaiwei. It is further stated that this bay will be the headquarters of the Russian squadron this winter. The Japanese have done everything in their power to render Port Arthur useless, and there was no idea of the Russian squadron wintering there.

It is doubtful in connection with this that the Ministry of War has telegraphed to the Viceroy at Nanking to send four of the best ships of the Nanyang squadron to winter at Chiao-chow, where they will probably be joined by the new torpedo-boat catchers, the *Fading* and *Fading*. The four vessels selected for this purpose are the *Huanan*, 1,500 tons, Captain Wu Kow-wei, *Nan-sheng*, 2,200 tons, Captain Li Tien, *Kai-chi*, 2,200 tons, Captain Wu Chih-chao (the last two of which are of the *Chiao-chow* Naval School), and *An-shih*, 2,200 tons, Captain Yuan Chih-kao. —N. C. Daily News.

December 18th. It is stated that Peking has refused its consent to Russia's making a naval station at Kiao-chow Bay. Whether Peking will withdraw this refusal remains to be seen; perhaps the new Ministry of War understand that where Russia gets her finger in, her whole hand and arm will follow. —N. C. Daily News.

December 18th. Our news of Friday last about the Russians establishing themselves for the winter at Kiao-chow Bay, in Southern Shantung, was fully confirmed yesterday by the receipt of official telegrams from Peking stating that the Tsung-li Yamen only yielded at that point to very positive pressure by the Russian Minister, and had issued instructions to the people and officials in the neighbourhood of the new anchorage not to be alarmed at the appearance of a large number of foreign ships of war in the harbour, or by the sight of strangers walking on the shore, as these ships and men belong to Russia, which had "saved" China from the Japanese, and they were consequently to be treated as "friends" by the Chinese people. Already several slight, we are informed—Russian warships have taken up anchorage in the spacious harbour, and we understand that they will be staying there for some time. But of course they cannot monopolize the anchorage for their sole use, as any other nation has an equal right to send warships to Kiao-chow Bay. The best way for the Chinese out of what looks like a dangerous concession is to declare the place open to trade without delay. The country round the bay is of potential wealth and Shantung's sole port, Chefoo, by no means taps its resources. —China Gazette.

## R.E. VARIETY CLUB SMOKING CONCERT.

This Club gave a very enjoyable supper and smoking concert in the Post Shed, Wellington Barracks, on Friday evening, when the members met to wish farewell to members of the club who are about to leave the Colony. About eighty of them were present, and did ample justice to the food, which the tables were cleared and Corp. Daniels opened the concert with "Lively" which was well rendered and received much applause. Private Holden, M.S.C., followed, his rendering of "Gallery and Boxes," and "All through a bit of bacon," being received with great applause, and he was vociferously demanded. The club most deeply regret having to lose so valuable a member. Amongst the various items on the programme M.S. Graham gave a short reading, which kept the house in roars of laughter; Sapper Mills in his "Have another," was very amusing, and had to respond to an encore; Sapper Bracken caught on in the "Yaller Gal," and in the old favourite "Tommy Atkins." Cpl. Bates, Sappers Chivers, Walsh, Coventry and a few others rendered valuable assistance to make the function a success. The Chairman, Cpl. Kinkaid, after proposing "the Queen," "Our dear members," and "The Club," sang the last song of the evening. Sapper Hughes accompanied the songs, and also gave a few selections on the piano, which were much appreciated. Finally the company sang "Auld Lang Syne," and "God Save the Queen," thus bringing to a close a most pleasant evening.

## THE HANKOW-PERING RAILWAY.

Shanghai, December 17th.

The telegraphic news from Peking, which we published on Saturday evening, to the effect that a wealthy "anti-rail" merchant named Wei had given a large sum of money to the prospective railway from Peking to Hankow, and that the guarantee of ten million taels, the minimum fixed in the memorial of Hu Yu-feng, Provincial Judge of Kiangsi, has been arranged, and that matters are shaping towards a commencement being made in the long-talked-of Grand Trunk Railway, which Chang Chih-tung was authorized to build six years ago. Chang's railway project is a reckless expenditure upon useless and patriotic efforts for the sake of iron in Hupoh, and manufacture on the rails for the line, are now so well-known that they need not be referred to in China. The honest but obsolete old Viceroy has paid the price of failure, and is encumbered with an incubus of debt from which he can scarcely ever hope to free himself. The appointment of Mr. Wei, however, a practical step to take the meridional railway out of the realm of day-dreams and place it upon a basis of actuality, and the present generation may yet be able to spread by rail from the banks of the Yangtze, through Hupoh and Hoonan, "the Garden of China," to within bow-shot of the Forbidden City where the "Son of Heaven" still sits in fabled dominion of the earth. But it would be too sanguine to say that the line will be accomplished at once because a chief director has been appointed. The Chinese move slowly in all things, but in nothing so slowly as in such schemes as extensive railroad construction, which the mandarins wish to keep to themselves where promising large profits, and to put with only where the projects hold out little or no inducement. The meridional railway belongs to the latter class. It can tap no great resources and will run through a poor and extensive stretch of country. Its commercial outlook is anything but rosy, as the freight traffic that it might pick up can be carried infinitely cheaper by the Yangtze and to put with only where the projects hold out little or no inducement. The meridional railway belongs to the latter class. It can tap no great resources and will run through a poor and extensive stretch of country. Its commercial outlook is anything but rosy, as the freight traffic that it might pick up can be carried infinitely cheaper by the Yangtze and to put with only where the projects hold out little or no inducement. The meridional railway belongs to the latter class. It can tap no great resources and will run through a poor and extensive stretch of country. Its commercial outlook is anything but rosy, as the freight traffic that it might pick up can be carried infinitely cheaper by the Yangtze and to put with only where the projects hold out little or no inducement. The meridional railway belongs to the latter class. 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## Intimations.

XMAS! XMAS!  
XMAS!

JUST OPENED  
A SPLENDID ASSORTMENT OF  
CONFECTIONERY  
FROM THE BEST  
PARIS CONFECTIONERS.

## NEAT and ARTISTIC BONBONNIERES

Hand-painted on SILK and SATIN.  
MOST VARIED and ELABORATE DESIGNS.  
Prices within the reach of everybody.  
Inspection Invited.

E. RICCO &amp; Co.

Hongkong, 16th December, 1895. [1769]

## CHRISTMAS!

WATERBURY  
WATCHES.

SERIES "L" or LADY'S Size—\$4.50 each.  
"J" or GENT'S "—\$4.50 "  
"E" "—\$2.00 "

Apply to

THE MITSUI BUSSAN KAISHA

8, Queen's Road Central.

Hongkong, 20th December, 1895. [1760]

## MR. CHADWICK KEW.

(LATE OF POATE &amp; NOBLE.)

HAS OPENED his Dental Rooms at No.  
62, QUEEN'S ROAD CENTRAL, a few  
doors from Messrs. GAUFF & Co.  
Teeth filled permanently, from \$1.00 upwards.  
CROWN and BRIDGEWORK inserted and TEETH  
EXTRACTED.

## PLATES A SPECIALITY.

Hongkong, 7th June, 1895. [1754]

## TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is  
obtained by the Water Boster, as FOUL  
WATER is the cause of much sickness on  
board ship.  
We are the only Water-Boat Company in  
Hongkong exclusively supplying FILTERED  
WATER.

Call Flag "W."

J. W. KEW &amp; Co.

STEAM WATER-BOAT CO.,

18, PRINCE STREET.

[1757]

## MEE CHEUNG.

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN

ICE-HOUSE ROAD.

IS now in a position, in his New and Com-  
modious Premises, to sell, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.  
GROUPS and VIEWS  
a speciality.

[1758]

## Shipping.

## STEAMERS.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.  
(Taking Cargo and Passengers at through rates  
for CHEFOO, HANKOW and PORTS on the  
YANTZSI.)

THE Company's Steamship.

"FOOKSANG,"

Captain R. V. Anderson, will be despatched as  
above TO-MORROW, the 24th instant, at 4 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 21st December, 1895. [1802]

"WARRACK" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"LENNOX,"

Captain Williamson, R.N.R., will be despatched  
for the above Ports TO-MORROW, the 24th  
instant, at 5 P.M., instead of as previously  
advertised.

For Freight or Passage, apply to

DODWELL, CARLILL &amp; Co.,

Agents.

Hongkong, 20th December, 1895. [1756]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SWATOW AND SINGAPORE.

THE Steamship

"NANCHANG,"

Captain Finlayson, will be despatched on  
WEDNESDAY, the 27th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 20th December, 1895. [1797]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR CHEFOO AND SWATOW.

THE Steamship

"TAMU,"

will be despatched on FRIDAY, the 27th inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 21st December, 1895. [1805]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"

Captain Selby, will be despatched as above on  
or about FRIDAY, the 17th January.  
This Steamer has Superior Accommodation  
for Passengers, and carries a Doctor and  
Stewards.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

Agents.

Hongkong, 19th December, 1895. [1793]

## Intimations.

## ANIMAL EXTRACTS

ARE THE GREATEST DISCOVERY IN MODERN MEDICINE.

HAVE YOU TRIED THEM?

CEREBRINE, extract of the brain of the Ox, for Nervous Prostration, Insomnia, &c.  
CARDINE, extract of the heart, for functional weakness of the heart.  
MEDULLINE, extract of the spinal cord, for Locomotor Ataxia.  
OVARINE, extract of the Ovaries, for diseases of Women.  
TESTINE, for Premature decay.  
THYROIDINE, for Excess and impurities of blood.

SOLE CONSIGNERS,

WATKINS &amp; CO.,

APOTHECARIES' HALL, 66, Queen's Road Central.

HONGKONG.

COMPAGNIE INDUSTRIELLE DES PROCÉDÉS  
**RAOUL PICTET**  
LIMITED. CAPITAL, £80,000.  
16, RUE DE GRAMMONT, PARIS.  
**INDUSTRIAL ENGINES**  
FOR THE PRODUCTION OF  
**COLD AND ICE**  
AGENTS:—MESSRS. DODWELL, CARLILL & Co.

## Shipping.

## STEAMERS.

THE CHINA AND MANILA STEAMSHIP

COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO,"

Captain Cobban, will be despatched for the  
above Port TO-MORROW, the 24th instant, at  
Noon.  
This Steamer has Superior Accommodation  
for Passengers.

For Freight or Passage, apply to

SHEWAN &amp; Co.,

General Managers.

Hongkong, 23rd December, 1895. [1806]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"KUTSANG,"

Captain Payne, will be despatched as above  
TO-MORROW, the 24th instant, at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 18th December, 1895. [1783]

THE CHINA MUTUAL STEAM NAVIGA-

TION COMPANY, LIMITED.

FOR LONDON, VIA PORTS OF CALL.

THE Company's Steamship

"MOYUNE,"

C. H. Kemp, Commander, will be despatched as  
above TO-MORROW, the 24th instant, at 3 P.M.  
For Freight, apply to  
HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 20th December, 1895. [1772]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TRUCER,"

Captain Riley, will be despatched as above TO-  
MORROW, the 24th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 18th December, 1895. [1782]

"SHELL" LINE OF STEAMERS.

FOR HAVRE, LONDON AND HAMBURG.

THE Company's Steamship

"PECTAN,"

Captain N. Hocken, will be despatched as above  
on or about the 27th instant.  
For Freight, apply to  
ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, 10th December, 1895. [1736]

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENGLOE,"

Captain Thomson, will be despatched as above  
on or about the 28th instant.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 18th December, 1895. [1789]

"SHELL" LINE OF STEAMERS.

FOR GENOA AND MARSEILLES.

THE Company's Steamship

"CLAM,"

Captain D. T. Davis, will be despatched as above  
on or about the 30th instant.  
For Freight, apply to  
ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, 15th December, 1895. [1749]

## SAILING VESSELS.

FOR NEW YORK.

THE 3 1/2 A.I. American Ship

"JOHN R. KELLEY,"

Captain Chapman, having arrived, will load  
here for the above Port, and will have quick  
despatch.

For Freight, apply to

ARNHOLD, KARBERG &amp; Co.,

Agents.

Hongkong, 21st November, 1895. [1807]

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"BRODICK CASTLE,"

Ferguson, Master, will load here for the above  
Port, and will have quick despatch.

For Freight, apply to

SHEWAN &amp; Co.,

Agents.

Hongkong, 5th December, 1895. [1793]

## Consignees.

NORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "HANKOW,"

FROM TACOMA, VICTORIA, YOKOHAMA

AND KOBE.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for consigna-  
ment, and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignee's risk and  
expense.

DODWELL, CARLILL &amp; Co.,

Agents.

Hongkong, 21st December, 1895. [1806]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. B. "SACHSEN,"

THE above named Steamer having arrived,  
Consignees of Cargo are hereby informed  
that their Goods, with the exception of Opium,  
Tobacco and Valuable, are being landed and  
stored at their risk in the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, whence delivery  
may be obtained.

Optional Cargo will go on to Shanghai unless  
notice to the contrary be given TO-DAY before  
4 P.M.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undispatched after the 27th instant, will be subject  
to rent.

All broken, chafed and damaged Goods are to  
be left in the Godowns where they will be  
examined on FRIDAY, the 27th instant, at 3 P.M.

All Claims must reach us before the 29th  
instant, or they will not be recognized.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
MELCHERS & Co.,  
Agents.

Hongkong, 20th December, 1895. [1773]

"GLEN" LINE OF STEAM PACKETS.

FROM MIDDLESBORO, LONDON AND

STRAITS.

THE Steamship

"GLENESK,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Company, Limited, at Kowloon,  
whence delivery may be obtained.

Cargo remaining undischarged after the 25th  
instant will be subject to rent.  
No Fire Insurance has been effected.  
Consignees are requested to present all Claims  
for damages and/or shortages not later than the  
31st January, otherwise they will not be  
recognized.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 18th December, 1895. [1788]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"KUTSANG,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel  
will be landed at Consignee's risk and expense into  
Godowns at East Point.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 18th December, 1895. [1784]

OCCIDENTAL AND ORIENTAL STEAM-

SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"COPTIC."

THE above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for Consignment, and to  
take immediate delivery of their Goods from  
alongside.

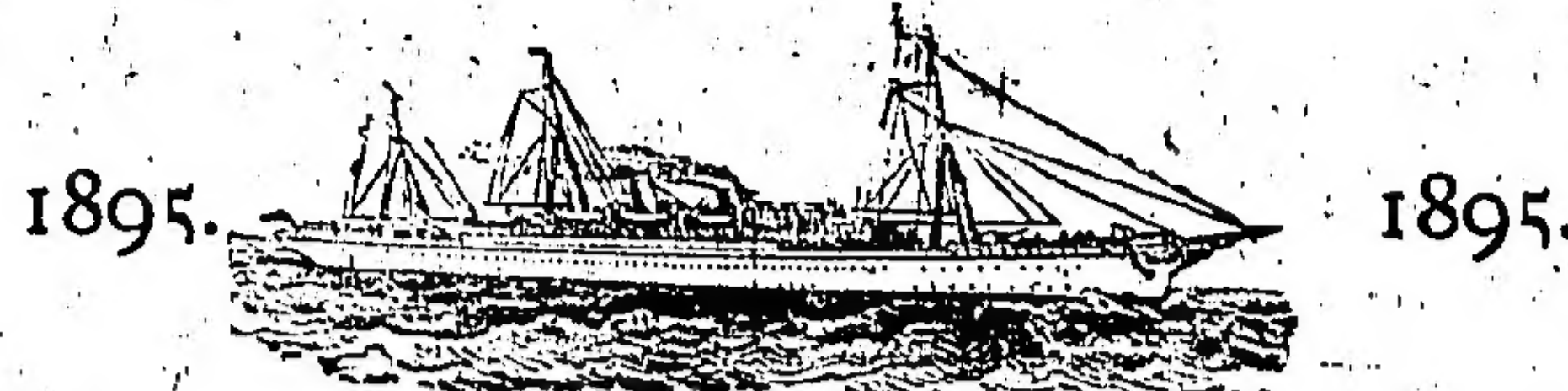
Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignee's risk  
and expense.

J. S. VAN BUREN,

Agent.

Hongkong, 18th December, 1895. [1806]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 25th December.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 22nd January, '96.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 19th February, '96.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF  
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12  
DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL  
TRAINS of the CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent  
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is  
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return  
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan  
Governments.

CIRCULAR PACIFIC TICKETS: Hongkong to Vancouver, Vancouver to Sydney Australia,  
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,  
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition)  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pender's Street, 13

Hongkong, 16th November, 1895.

OCCIDENTAL & ORIEN-  
TAL STEAMSHIP  
COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE;

VIA

THE OVERLAND RAILWAYS.

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki,  
Kobe, Inland Sea, & Yokohama & Hon-  
olulu).....Friday, 27th Dec.,  
at Noon.

Gaika (via Nagasaki,  
Kobe, Inland Sea, & Yokohama).....Tuesday, 14th Jan.,  
at Noon, 1896.

Baika (via Nagasaki,  
Kobe, Inland Sea, & Yokohama).....Saturday, 1st Feb.,  
at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via  
NAGASAKI, KOBE, INLAND SEA, YOKO-  
HAMA and HONOLULU, on FRIDAY, the  
27th December, 1895, at Noon. Connection  
being made at Yokohama with Steamers from  
Shanghai.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates, and particu-  
lars of the various Routes may be obtained  
upon application.

Special rates (First-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan  
to Europe.

All PARCEL PACKAGES should be marked to  
address in full and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Ports beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7,